What Is Claimed Is:

1. A system for avoiding a rollover during a braking of a motor vehicle, the system comprising:

a first arrangement to reduce a braking force at at least one wheel, wherein the first arrangement includes a second arrangement to determine an angle of inclination of the vehicle, and the first arrangement to reduce the braking force is activatable as a function of the angle of inclination.

2. The system of claim 1, wherein the first arrangement to reduce the braking force is activatable as a function of at least one of a mass of the motor vehicle, a height of the motor vehicle's center of gravity, a speed of the motor vehicle, an acceleration of the motor vehicle and a direction of travel of the motor vehicle.

3. The system of claim 1, wherein the first arrangement to reduce the braking force is activatable as a function of a slip.

4. The system of claim 1, wherein the first arrangement to reduce the braking force includes a third arrangement to actuate at least one of at least one inlet valve and one outlet valve of a brake wheel cylinder.

5. The system of claim 1, wherein the second arrangement to determine the angle of inclination includes an inclinometer.

6. The system of claim 1, wherein the second arrangement to determine the angle of inclination includes a third arrangement to estimate the angle of inclination based on an estimate of mass.

7. The system of claim 1, wherein the second arrangement to determine the angle of inclination includes a third arrangement to determine a speed of rotation of at least one

of an engine, a transmission and at least one wheel of the vehicle.

8. The system of claim 1, further comprising:

a third arrangement to calculate a maximum braking force using the angle of inclination;

a fourth arrangement to measure the instantaneous braking force; and

a fifth arrangement to compare the maximum braking force with the instantaneous braking force;

wherein the first arrangement to reduce the braking force is activatable as a function of a comparison of the maximum braking force with the instantaneous braking force.

9. The system of claim 1, further comprising:

means for calculating a maximum braking force using the angle of inclination;

means for measuring the instantaneous braking force; and

means for comparing the maximum braking force with the instantaneous braking force;

wherein the first arrangement to reduce the braking force is activatable as a function of a comparison of the maximum braking force with the instantaneous braking force.

10. The system of claim 1, wherein the first arrangement reduce the braking force is assigned to one of one rear wheel and a rear axle.

11. The system of claim 1, wherein the first arrangement to reduce the braking force is activated as a function of a slip at a front wheel.

12. A method to avoid a rollover during a braking of a motor vehicle in which a braking force is reduced at at least one

wheel, the method comprising:

determining an angle of inclination of the motor vehicle; and

activating a reduction of the braking force as a function of the angle of inclination.

13. The method of claim 12, wherein the reduction of the braking force is activated as a function of at least one of a mass of the motor vehicle, a height of the motor vehicle's center of gravity, a speed of the motor vehicle, an acceleration of the motor vehicle and a direction of travel of the motor vehicle.

14. The method of claim 12, wherein the activating of reduction of the braking force is as a function of a slip.

15. The method of claim 12, wherein the activating of the reduction of the braking force is performed by actuating at least one of at least one inlet valve and one outlet valve of a brake wheel cylinder.

16. The method of claim 12, wherein the determining of the angle of inclination is performed using an inclinometer.

17. The method of claim 12, wherein the determining of the angle of inclination includes estimating the angle of inclination based on an estimate of mass.

18. The method of claim 12, wherein the determining of the angle of inclination includes determining a speed of rotation of at least one of an engine, a transmission and at least one wheel of the vehicle.

19. The method of claim 12, further comprising:

determining a maximum braking force using the angle of inclination;

measuring an instantaneous braking force; and

comparing the maximum braking force with the instantaneous braking force;

wherein a reduction of the braking force is based on a function of a comparison of the maximum braking force with the instantaneous braking force.

20. The method of claim 16, further comprising:

determining a maximum braking force using the angle of inclination;

measuring an instantaneous braking force; and

comparing the maximum braking force with the instantaneous braking force;

wherein a reduction of the braking force is based on a function of a comparison of the maximum braking force with the instantaneous braking force.

21. The method of claim 12, wherein the reduction of the braking force takes place at one of one rear wheel and a rear axle.

22. The method of claim 12, wherein the activating of the reduction of the braking force is as a function of slip at at least one front wheel.

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